

SCOTTSDALE TRANSPORTATION COMMISSION REPORT

To: Transportation Commission
From: Madeline Clemann, Transit Supervisor
Meeting Date: March 23, 2011



ITEM IN BRIEF MUSTANG TRANSIT CENTER/PARK AND RIDE

Action: Presentation and Discussion, No Action Required

Overview

The Mustang Transit Center and Park 'n Ride consists of on street transit bays and a Park and Ride facility near the Mustang Library. This project, located in the vicinity of Shea Blvd. and Loop 101 freeway, was first identified in the Maricopa Association of Governments (MAG) 2001 Park and Ride Study as a 390 space parking facility needed to meet the projected 2020 transit ridership demand. The project was subsequently identified in the 2003 Regional Transportation Plan, and included as a regional system element for the Proposition 400 Transit Life Cycle Plan. In 2009, it was included in the model for the MAG 2009 Transit Framework Study. The project is being funded from Federal Transit Administration (FTA) grants and Bond 2000 funds.

Project Need Indicators

The 2001 MAG park and ride study cited this location for the facility based on the following criteria:

- Vehicular and non motorized access
- Freeway proximity
- Location relative to congestion on freeway
- Land use compatibility/regulatory issues
- Available land/capacity and potential for expansion
- Opportunities for joint use
- Availability of express bus service
- Security
- Visibility of facility from the road
- Demand

The area has high traffic volumes, is adjacent to the city's trail system, exhibits increasing population and jobs, and is adjacent to the recently completed Loop 101 HOV lanes, which were recommended in MAG's 2003 Regional Transportation Plan.. The nine square mile area around Shea and Loop 101 intersection (Indian end Rd. to the Airport) has a current population of approximately 100,000, and 46,000 jobs. Both population and jobs are expected to increase approximately 10 percent by 2030. The area has a maturing population with a current median age of 44 years. The traffic volumes on segments of Shea Blvd. through the area are among the highest in the city. All these factors add up to the Shea/Loop 101 area being an attractive area to receive

transit improvements. The 2001 MAG Park and Ride Study prioritized the Mustang location as 6th highest out of 20 identified valley wide locations.

Shea Area Transit Ridership

Transit ridership (measured by the number of vehicle boardings) increased the first three of the past five years until it peaked in FY09. Afterward it has been declining due to reductions in services, the economic downturn and a significant (40%) fare increase. Between FY08 and FY10 Scottsdale ridership grew 12 percent, while the Shea Area routes show a 20 percent decline.

Table A. below summarizes routes that serve the Shea area (either directly or indirectly through transfers) to the total boardings for all Scottsdale routes. Ridership is expected to remain flat for FY11, based on the first six months of service.

TABLE A. Shea/Loop 101 Area Ridership by Route¹

Roadway Corridor	Route #	FY 2008	FY 2009	% Change	FY 2010	% Change	% Change FY08-10
Scottsdale Rd.	72	694,550	638,438	-8%	499,163	-22%	-28%
Hayden Rd.	81	338,763	364,402	8%	300,785	-17%	-11%
Shea Blvd.	106	80,310	104,176	30%	82,820	-20%	3%
McCormick –Phoenix Express	510	10,295	12,122	18%	9,203	-24%	-11%
Chandler-Airpark Express	511	N/O	4,319	0%	3,260	-25%	-25%
Shea-Phoenix Express	512	4,206	6,390	52%	5,476	-14%	30%
All Shea Area Routes	Total	1,128,124	1,129,847	0%	900,707	-20%	-20%
All Scottsdale Routes	Total	2,188,765	2,877,954	31%	2,446,449	-15%	12%

¹ Data from the Valley Metro Monthly and Annual Ridership Reports for FY08-11

Project Elements

The Mustang project consists of two on-street bus bays (northbound and southbound), an on-street transit center with passenger amenities, traffic control on 90th Street at the library and shopping center driveways (planned currently as a roundabout), and a 250-space transit park and ride facility.

Project Evolution

In August 2004 and July 2006 the City of Scottsdale approved IGA's to accept the FTA funding for the transit project improvements. The original intent of the funding was to lease a parking area in the shopping center on the west side of 90th St. During the planning process the location of the parking spaces presented several issues. The hospital asked the City to move the north bound bus bay further south due to conflicts with their adjacent emergency ambulance entrance; however, moving the bus bay made the distance from the parking spaces to the new location inconvenient for bus riders.

In late 2009, staff reassessed the project and investigated using city owned property at the Mustang Library facility and the construction of a shared use parking garage that would accommodate increased library, as well as transit user, parking needs. In

addition, several discussions were held with the adjacent Scottsdale HealthCare Hospital regarding a joint use garage for all three entities. In the end, the hospital opted out and the City went forward in the 2010 bond election to request funding for the library's portion of the project. When the bond measure failed, staff returned to the original project intent to lease spaces at the shopping mall. As the use of a park and ride facility at the shopping center becomes parked out, or the center becomes redeveloped during the lease period, construction of a future garage facility can be revisited.

Planning Site and Project Characteristics

A conceptual site plan at the shopping center is shown in Figure 1 including the approximate location of 250 parking spaces, transit bays, and controlled intersection. The footprint is subject to change depending on the final design and negotiated lease parameters.

Project Funding Availability

The city has received five Federal Transit Administration (FTA) grants totaling \$4,606,961 as contribution for 80 percent of the project cost. The local match (20 percent minimum) is available from Bond 2000 funds in the amount of \$1,502,800.

Next Steps

The next step is to negotiate a lease with the shopping center owner and precede with design and construction of the transit bays. The selection process for the design consultant is nearing completion, and the transit bays will move into design in the near future. Given a favorable lease negotiation with the shopping center for parking spaces, the park and ride design can begin with construction estimated to be completed in 2013. As staff moves forward on this project, unanticipated obstacles may be encountered which could shift the time frames to a later completion date.

Mustang Transit Center & Park and Ride Facility

Scottsdale Transportation
Commission Presentation

March 23, 2010

Presentation Overview

- Project description
- Regional and local significance
- Project history and evolution
- Funding
- Next steps

Project Elements

- On street bus bays w/shelters and fare vending
- 250 space park and ride facility
- Traffic control at adjacent intersection

Regional Significance

- Identified in 2001 MAG Park and Ride Study
 - 390 stall facility needed to meet 2020 demand
 - Priority 6 of 20 regional park and ride projects
- Identified in 2003 Regional Transportation Plan
- Included in model for Transit Life Cycle Plan as element of the regional system
- Included in model for MAG 2009 Transit Framework Study

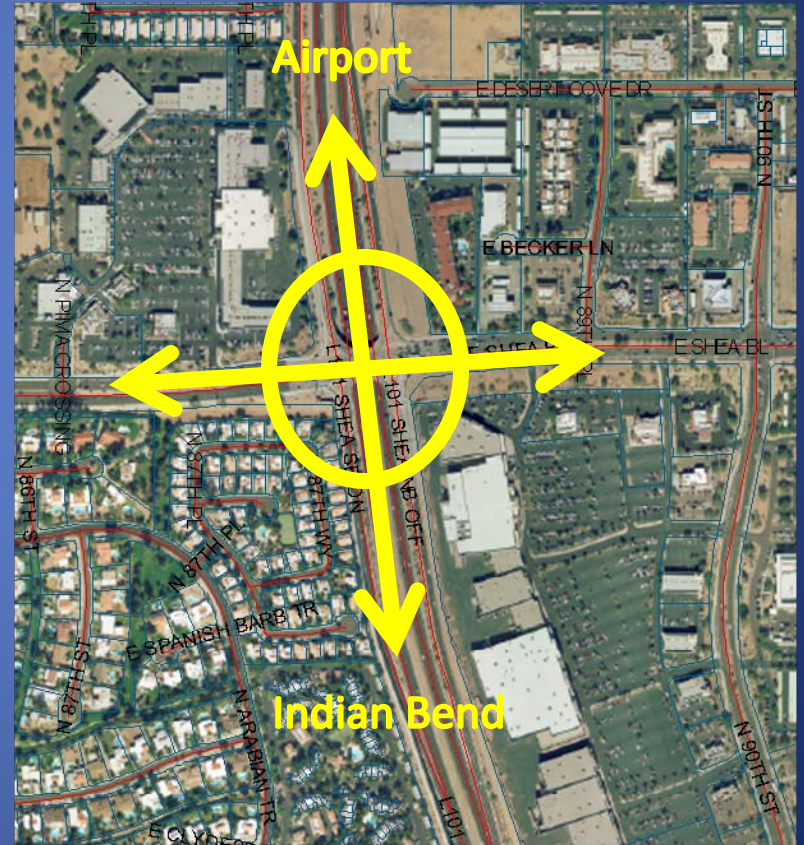
Siting Criteria Used

2001 MAG Park and Ride Study

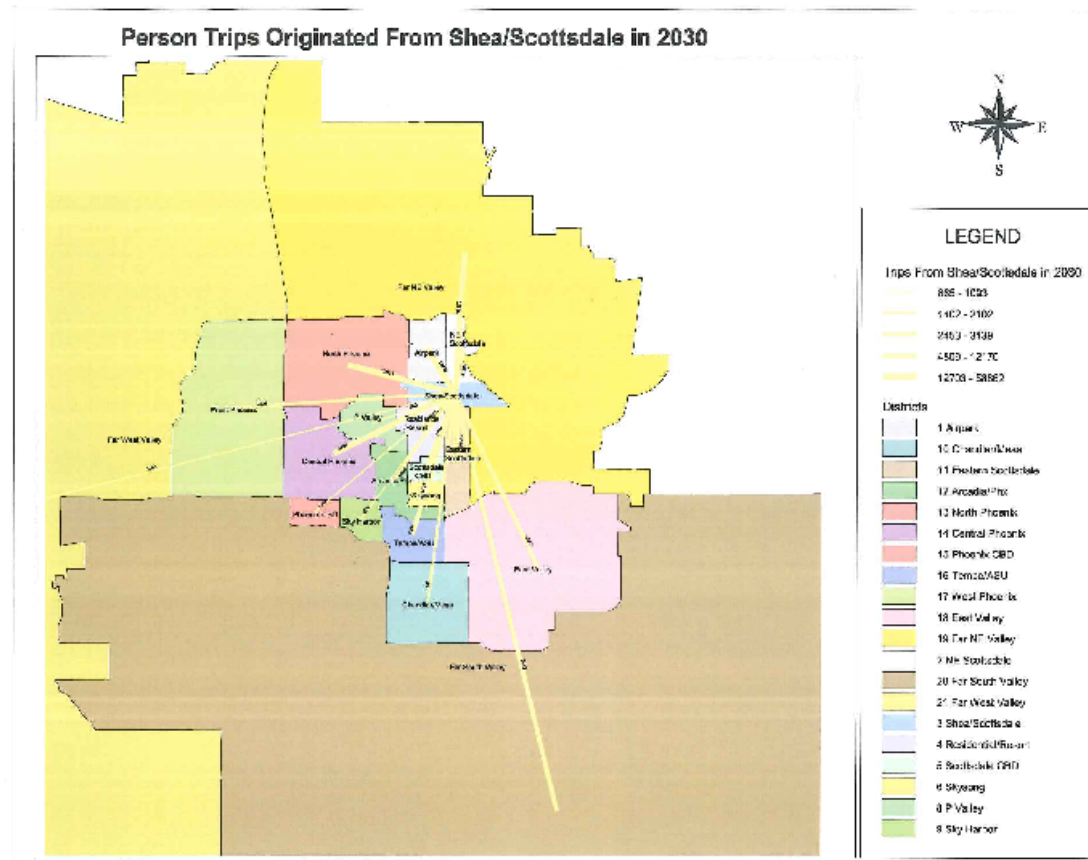
- Vehicular and Non motorized/Access
- Freeway Proximity
- Location Relative to Congestion on Freeway
- Access to HOV Lanes and Ramps
- Land Use Compatibility/Regulatory Issues
- Available Land/Capacity and Potential for Expansion
- Opportunities for Joint Use
- Availability of Express Bus Service
- Security
- Visibility of Lot from the Road
- Demand

Shea Blvd./ Loop 101 Intersection Demand Indicators

- Estimated Population/jobs, Shea corridor (9 sq. mile area Indian Bend to Airport)
 - 2010: 99,600/ 46,197
 - 2020: 103,600
 - 2030: 106,500/ 50,778
- Median age, 44 years
- Average Daily Traffic Volume
 - Loop 101 = 140,000
 - Shea: 90th to 92nd St.= 50,000+
- Loop 101 HOV lanes built



2030 Trips Originating from Shea/Scottsdale Area



Transit Ridership vs. Service Changes

- FY 09 Shea Area Ridership Decreased 20%
 - Eliminated service before 5 am/after 10 pm on all east/west routes; and north/south Routes 66, 76, and 81
 - Changed Saturday schedule to Sunday schedule on all north/south routes
- FY10 Shea Area Ridership Was Flat
 - Eliminated Route 114, and expanded Route 106 AM and PM trips to Mayo Clinic and Basis School
 - Reconfigured the Route 76 in Scottsdale after Tempe eliminated the service
- FY11 Shea Area Ridership Expected to be Flat Again
 - Implement minor frequency adjustments Routes 72 and 81

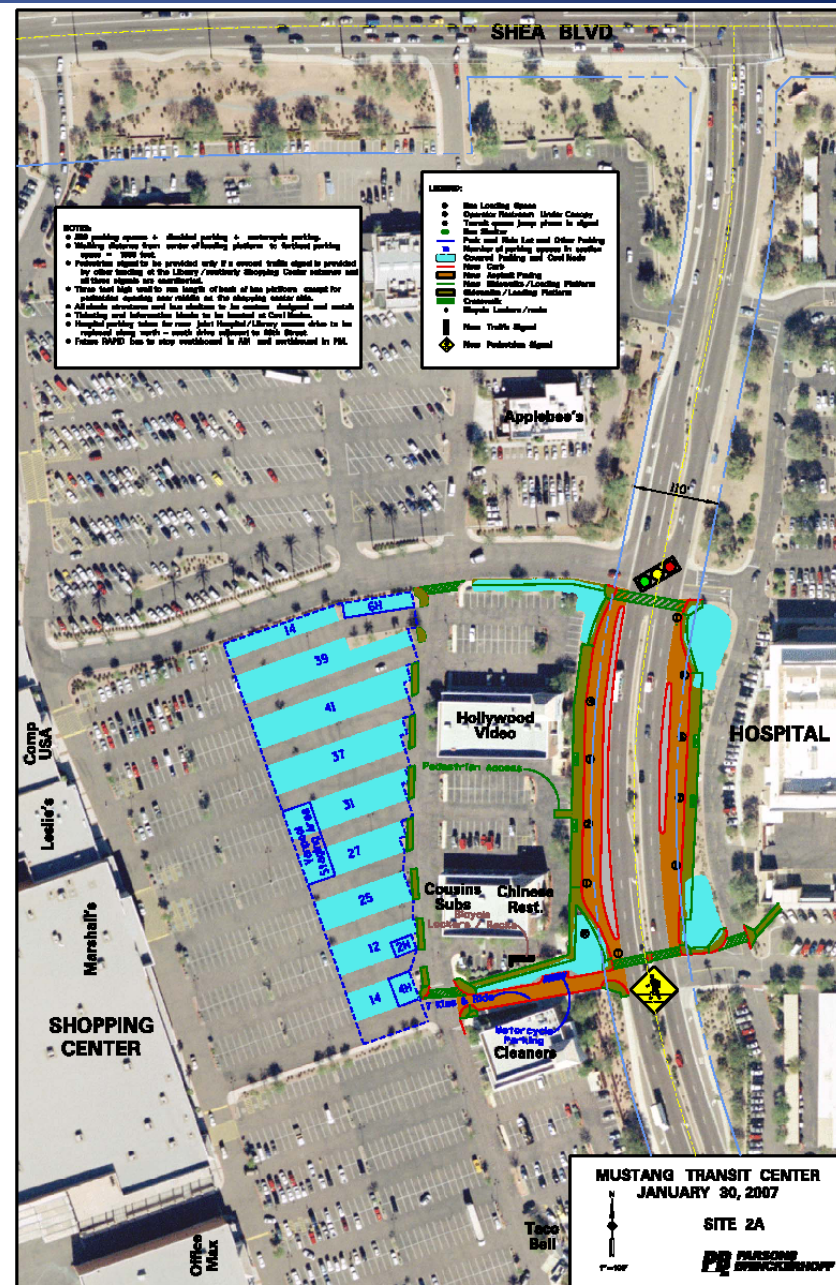
Transit Route Ridership

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N/O = Not Operating

Project Evolution & Challenges

- Federal transit (FTA) grant sufficient to lease shopping center parking - insufficient for land purchase
- Shopping center challenges
 - Location of spaces vs. bus bays
 - Enforcement/segregation
 - Future center development
- Hospital Challenges
 - Bus /ambulance conflicts at emergency drive
 - Hospital declined project partnership



Available Project Funding

- FTA Grant Funds \$4,606,961 (80%)
- 2000 Bond Fund 1,502,800 (20% +)
- Total Project Funds \$6,109,761

Next Steps

- Negotiate Lease
- Award design contract
- Design the facilities
- Construct in 2013